



CATHAYS PARK

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Welsh School of Architecture
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A Landscape Analysis of Cardiff's Civic Centre

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Oblique Aerial View of Cathays Park from the south

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CONTENTS

List of Illustrations

Summary

Introduction

1.	ORGANISATION:	History of Cathays Park/ Patterns of Use	10
2.		Design Intent and Development of Civic Centre	16
3.	PHYSICAL COMPONENTS:	The Buildings	22
4.		The Planting	37
5.		The Ground Surfaces, Details and Furniture	43
6.	SPATIAL ORGANISATION:	Enclosure, Scale, etc	45
	Conclusion		

APPENDICES:	Cardiff Corporation Act, 1898 Plan showing photographic viewpoints Photographs
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BIBLIOGRAPHY

LIST OF ILLUSTRATIONS

	The City Hall	cover
	Oblique aerial view of Cathays Park from the south	frontispiece
1.	Location plan (scale 1:10,000)	9
2.	Plan of Cardiff by John Speed dated 1610	11
3.	Gate-Hays and Exchanged Lands	13
4.	Cathays Park immediately before its development as the civic centre	15
5.	Bird's Eye view of Cathays Park when completed	17
6.	Cathays Park, circa 1946	18
7.	Chronology of the development of Cathays Park as the civic centre	20, 21
8.	The City Hall (viewed from the south)	23
9.	The Law Courts (viewed from the north-east)	24
10.	The University of Wales Registry (viewed from the north)	25
11.	County Hall (main front viewed from the north)	26
12.	County Hall (elevation to North Road viewed from the west)	27
13.	University College (main facade viewed from the south)	29
14.	UWIST, Bute Building (viewed from the south-east)	30
15.	National Museum of Wales (viewed from the south)	31
16.	The Welsh Office (viewed from the south)	32
17.	The Temple of Peace and Health (viewed from the south-east)	33
18.	UWIST, Redwood Building (viewed from the south-east)	34
19.	Plan showing positions of trees, shrub planting and grassed areas	38

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Figure 2 is a reproduction published by Glamorgan Archive Service

Figures 3, 4 and 6 are from Edgar L Chappell, Cardiff's Civic Centre, 1946, ppXII, V and XII respectively

Figure 5 is from P Brookes; et al, Cathays Park - A Case for Conservation, 1976-1977, pvi

Figures 8, 9, 10, 11, 12, 13, 15 and 16 are from John B Hilling, Cardiff and the Valleys, 1973, pp148, 151, 154, 155, 156, 158, 152 and 159 respectively

Figures 14, 17 and 18 are from Sir Percy Thomas, Pupil to President, 1963, facing pp16, 17 and 32

SUMMARY

This report attempts a landscape analysis of Cardiff's civic centre taking particular note of the context of its development over the last one hundred years. Cathays Park was once wasteland outside of the medieval town wall but by 1815 had come under the ownership of one man, Lord Bute. It was eventually bought from him by the Cardiff Corporation to be developed as an administrative, judicial and educational centre.

Cathays Park has evolved as the civic centre continuously since the turn of the century until today when it is almost complete according to the original idea.

The civic centre is famous as a permanent exhibition of neo-Classical buildings of different types. It contains some of the nation's most important constructions within a formal framework of roads and planting which, although still of a high quality, has declined in recent years. A unified landscape policy for Cathays Park is necessary to conserve and improve the quality of the Park.

INTRODUCTION

This report forms the coursework submission for the supplementary subject M: Landscape Design. The subject I have chosen for this report, a landscape analysis of Cardiff's civic centre, has been selected primarily because it is now nearly eighty-five years since the Corporation of Cardiff took possession of Cathays Park (on its purchase from the third Marquess of Bute) and with the recent completion of the extension to the Welsh Office, the development of Cathays Park as a civic centre is almost complete. Now is, therefore, an appropriate time to analyse and appraise the area in the light of the changes that have taken place during that time...

As a native of Cardiff, the research and writing of this project has been of considerable personal interest, especially from the local history point of view. I am sure it will be of practical value also in the near future because the site I have selected for my Final Design Project (9-11 Park Place, Cardiff - edged blue on location plan Fig. 1) is in close proximity to Cathays Park, it being in the 'transition zone' between the commercial centre and the civic centre. In attempting to develop a strategy to deal with the problem of fitting that building into the urban pattern this project will be of considerable benefit. The area of study (edged red in Fig. 1) is situated in Cardiff to the north of the Castle and the central commercial area of the city. It is bounded on its four sides by Corbett Road (north-west), Park Place (north-east), Boulevard de Nantes (south-east) and North Road (south-west). The area is generally flat (as opposed to undulating) but slopes gently from north to south diagonally across the site from approximately 16.15m (corner of Corbett Road and Park Place) to 12.5m (corner of Boulevard de Nantes and North Road).

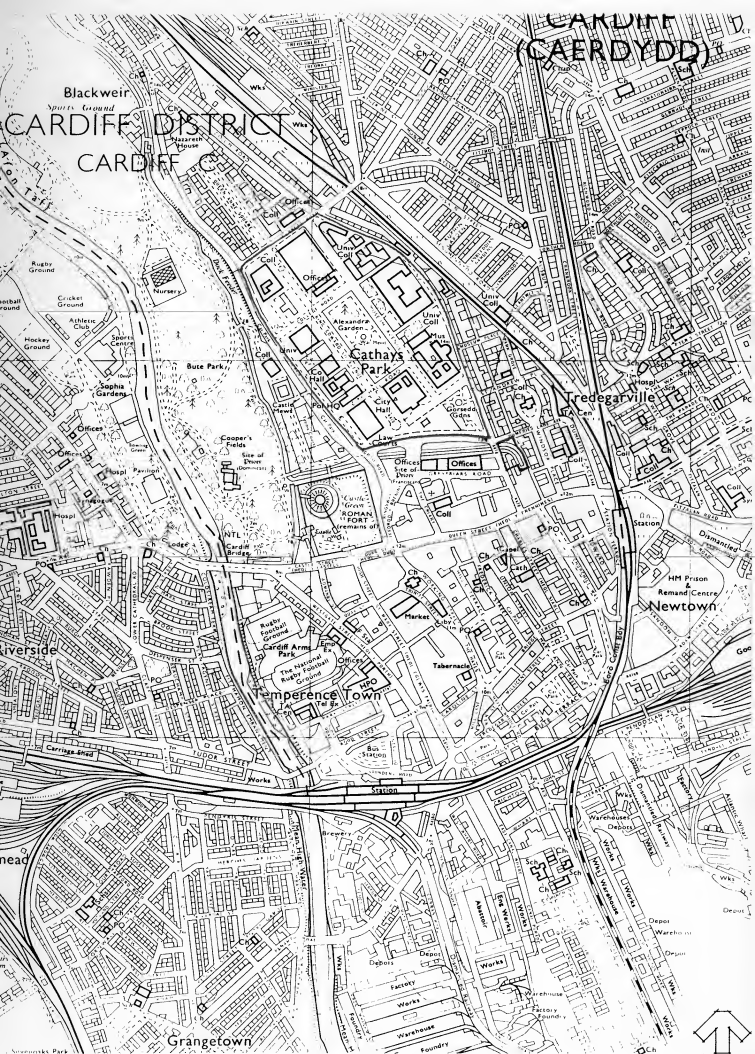


Figure 1 Location Plan (scale 1:10,000)

ORGANISATION

1. HISTORY OF CATHAYS PARK/PATTERNS OF USE

Outside the walls of the medieval town of Cardiff was a tract of waste or common land where Cathays Park now stands, and this may well at one time have formed part of an extensive common (known as the Little Heath and the Great Heath) extending as far as where Rhiwbina and Llanishen are today. With the early development of the borough, the limited area within the enclosed town became inadequate to serve the needs of the population: records of about 1171 provide evidence that there was an overflow of people living outside the North Gate (which stood at the south-east corner of the Castle wall) and along the old Roman Road outside the East Gate (later Crockherbtown and Queen Street). This extension is shown (much later) on a Plan of Cardiff by John Speed, dated 1610 (see Fig. 2), by which time, possibly, some of the land lying to the north of the town wall had been made available for these out-dwellers, as well as for the burghers resident within the walls, and some of it may have been used for cultivation. To this locality the name of Cathays was probably given at an early date, although the earliest known record of the name dates back only to 1682 when it occurs in the form Cate Hayes (1).

-
- (1) The derivation of the name Cathays is uncertain: Hayes seems to have derived from the Old English haeg (a hedge, or land enclosed by a hedge) or from the Scandinavian form, hagi, with a similar meaning. The Latin haia, and the French haie are other forms of the same term. Kat or Catt, in Scandinavian countries and in North Germany is often used to denote something small, secondary or subsidiary - in this case subsidiary pieces or allotments of land linked to the soke-hays (enclosed plots held on socage or burgage tenure) within the town, the former being of secondary importance to and dependent on the latter. This is the conclusion drawn by Edgar L Chappell, Cardiff's Civic Centre, 1946, p6 based upon evidence he cites of a late Dr. Paterson

During the eighteenth century, much of the land in the Cathays Park area was waste and belonged to a number of different owners, including the Corporation of Cardiff. A plan prepared in 1764 for the Morgan family of Tredegar (see Fig. 3) shows that an area of land lying on both sides of North Road belonged to the Morgan family, whilst adjoining sites to the east were owned by persons of the names Lewis, Jenkins and Thomas.

Regional developments in industrialisation coincided with the coming to Cardiff of John, Earl of Bute, Lord Mountstuart (later Baron Cardiff in 1776 and Marquess of Bute in 1796) who, by his marriage in 1766, entered into possession of the Windsor estates (including Cardiff Castle and some other lands in Cardiff and Glamorgan) and the Lordship of Cardiff. The site of Cathays Park was certainly not so acquired, however, for, even up until the late eighteenth century, the Bute holdings in this locality were (if any) very small. Lord Bute, however, was a wealthy man and was well able to add to his possessions at and near Cardiff Castle, either by lease, purchase or by exchange - Fig. 3 referred to above is endorsed with a statement concerning exchanged lands in 1791. It seems clear that before 1815 the whole of the site of Cathays Park had passed into Bute ownership and had possibly been enclosed by a stone boundary wall. It was probably about that time that the name Cathays Park was applied specifically to the newly enclosed area.

The Marquess of Bute is reputed to have built a magnificent mansion (on the site where the UWIST Redwood building now stands) to which the name Cathays Park was given: the building was in being in 1813 but within a short time of its completion, however, in 1814, the first Marquess of Bute died and his grandson (the second Marquess) succeeded to the property. Cathays Park was in due course, probably in 1815,

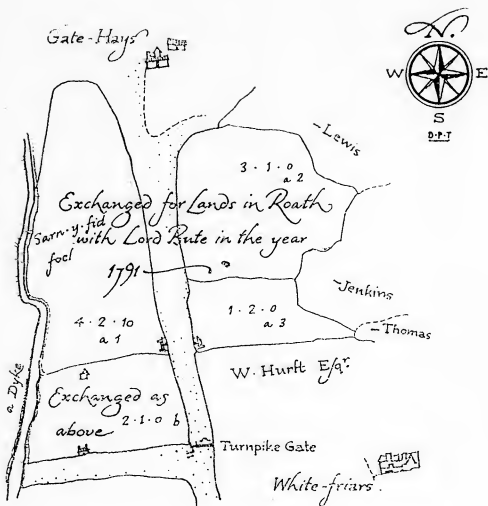


Figure 13 Gate Hays and Exchange Lands (extracted from the Tredegar Estate Plan, 1764)

demolished(2).

X W
By the middle of the nineteenth century, the population of Cardiff was increasing rapidly, and approaches were made by the Corporation to the Bute estate to purchase Cathays Park as public open space. Nothing became of the negotiations. Fourteen years later further approaches were made but without any positive result. By the early 1890's Cardiff had developed into a large town and as still growing rapidly: it had achieved County Borough status and its existing administrative, educational and judicial institutions were becoming inadequate to meet its growing needs. In 1892 the Corporation again wrote to Lord Bute, suggesting the use of Cathays Park for public building purposes only. After much further discussion with Lord Bute, and extended controversy in the town - known as "the Battle of the Sites" - over the question of removing the Town Hall from its medieval setting in the heart of the town, the city finally acquired the whole 59 acre Park for £161,000. (including interest and legal and other costs). This was subject to certain conditions as to layout, restricted use of the land for public purposes, the preservation of trees, etc. A conditional agreement for purchase was signed on 14 April 1897 and Parliamentary consent obtained on 15 July 1898 (see Appendix 1: [61 & 62 VICT.] Cardiff Corporation Act, 1898 [Ch. CXXVIII] which schedules the conditions of the agreement). The Corporation took possession of Cathays Park on 14 December 1898 and in the following March it was formally opened to the public. Fig. 4 shows Cathays Park then, immediately before its development as the civic centre of Cardiff.

-
- X p1211111111111111
(2) The site on which the house stood was for some undisclosed reason reserved from the eventual sale to the Corporation (see Fig. 6). Edgar L Chappell, op cit, p12 says that the popular belief was that it was promised by Lord Bute as a site for the erection of a Roman Catholic church. At the time that that book was written, the reserved site still belonged to Lord Bute

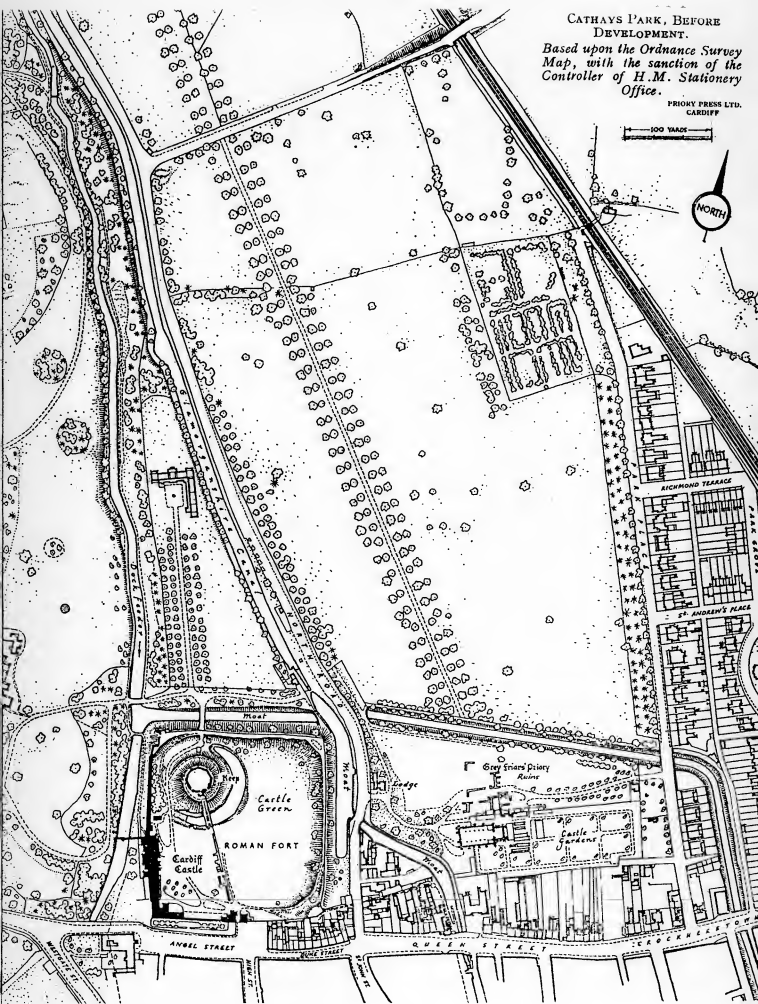


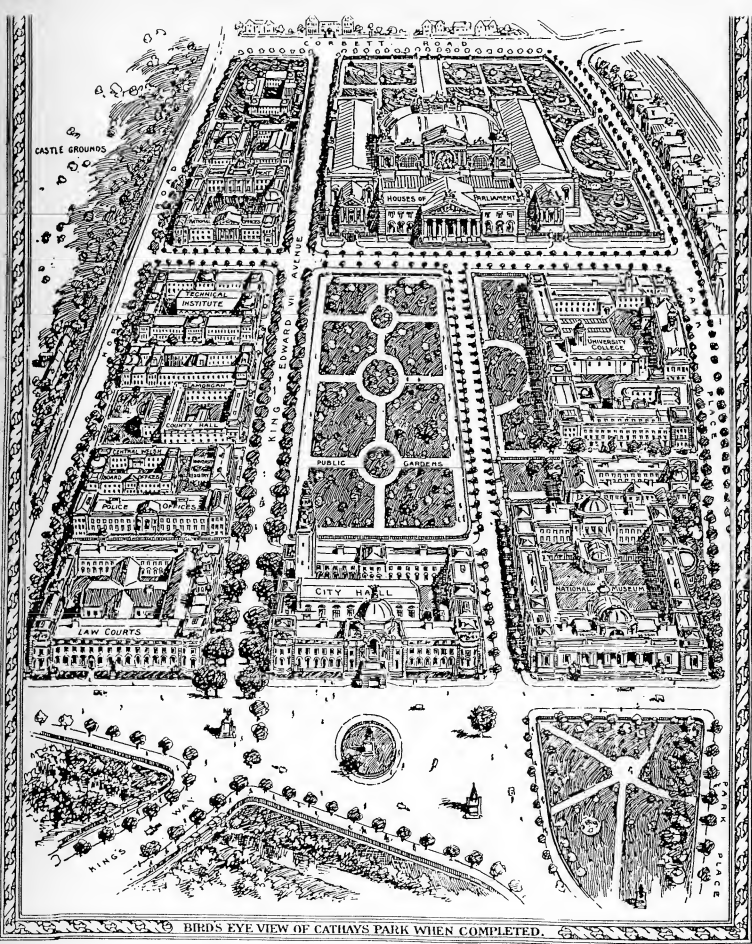
Figure 4 Cathays Park immediately before its development as the civic centre

2. DESIGN INTENT AND DEVELOPMENT OF THE CIVIC CENTRE

X *Stipulation*
A tentative layout of Cathays Park had been prepared for the purposes of the negotiations with Lord Bute, and the main lines of development were probably agreed upon before the deal was concluded. The formal layout of the roads and, therefore, the disposition of buildings were largely determined by the conditions laid down by Lord Bute. He had planted, in 1878-1890, a four-line avenue of elm trees running north-west to south-east aligned on the then existing remains of Sir William Hebert's Mansion (called Whitefriars) built in 1578 adjacent to the old Grey Friars Church (see Figs. 3 and 4) (3). The stipulation that these trees had to be preserved determined the site of the main road (now King Edward VII Avenue). Also stipulated was that the triangular plot of land lying between North Road and the proposed approach to King Edward VII Avenue (now Friary Gardens) was to be preserved for ever from building, and that the northern bank of the Dock Feeder should be planted with trees and enclosed as a buffer (and transition) from the commercial to the civic centre.

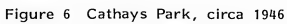
During the negotiations with Lord Bute, sites were allocated on the south-east front for the new Town Hall, Law Courts and a Municipal Museum. Since the Town Hall and Law Courts were to be separate buildings, it was decided that there should be a balancing road between the Town Hall and the proposed museum. The positions of these roads having been set, it was decided that the remaining development should be of a formal character especially as it was not possible at that time to envisage the final number, size and use of the future buildings.

(3) After about 1730, until when a branch of the Herbert family lived at Whitefriars, the house seems to have been allowed to fall into decay. Greyfriars was purchased by the Bute family from the Herberts of Cogan in 1790



BIRDS EYE VIEW OF CATHAYS PARK WHEN COMPLETED.

Figure 5 Bird's Eye View of Cathays Park when completed

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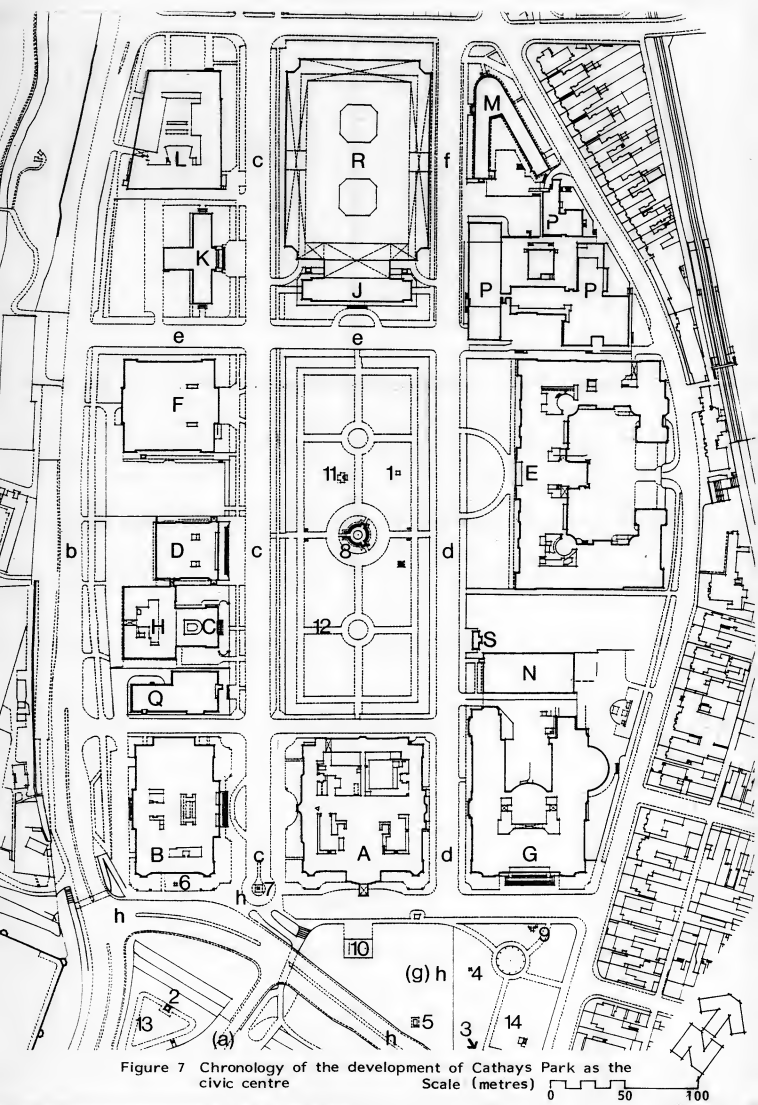
Chief credit for the development of the Park should be given to William Harpur, the Borough Engineer, who submitted detailed plans and estimates for laying out Cathays Park to the Town Council in January 1903. A bird's eye view of Cathays Park when completed (see Fig. 5), prepared some years later and certainly post 1910, illustrates this vista of "buildings in a parkland"⁽⁴⁾ which captured the imagination as a vision symbolic of the new horizon for the town as an administrative, educational, commercial and industrial centre.

As soon as the provisional purchase agreement had been signed in March 1897, the Corporation decided to hold a competition for the design of the new Town Hall and Law Courts. Development proper began in 1903 and all the roads were constructed and the gardens laid out by 1910.

The extension of Museum Avenue to Corbett Road was not made until 1931, and this was the only important departure from the original layout by the time that the plan in Fig. 6 was published (1946). Since then, College Road has been terminated at Museum Avenue (leaving only a pedestrian link between Museum Avenue and Park Place) and the Boulevard de Nantes has been constructed closing off the south-east end of King Edward VII Avenue, isolating Cathays Park from the commercial centre and decimating the former arrangement in front of the City Hall.

A chronology of the development of the civic centre, including buildings, roads and planted areas is given on the up-to-date plan in Fig. 7: the buildings are described briefly in the following chapter.

(4) Harold Carter, The Towns of Wales, 1966, p262



KEY TO FIGURE 7: CHRONOLOGY OF THE DEVELOPMENT OF CATHAYS PARK AS THE CIVIC CENTRE

The Buildings

A and B CITY HALL AND LAW COURTS (respectively)

- December 1897 First prize out of fifty six entries in the architectural competition for the design of these buildings was won by Lanchester, Stewart and Rickards of London. (Author of design: EA Rickards)
- Late 1900 Work started on the excavations and foundations
- 24 October 1901 The formal ceremony of laying the memorial stones was performed by the Marquess of Bute
- October 1906 The formal opening ceremony of the buildings was performed by the Marquess of Bute, at which time Cardiff was declared a city

C UNIVERSITY OF WALES REGISTRY

- 1897 Offer of a free site in Cathays Park at a peppercorn rent accepted by the University Authorities
- 1898 Cardiff Corporation Act 1898 (>9) (see Appendix 1) gave the Corporation authority to ratify its gift
- Limited competition for the design of the Registry won by Wills and Anderson
- 1904 Registry completed, the first building to be completed in Cathays Park (as the civic centre)
- 1921 Building extended to provide new accommodation to plans prepared by Wills and Anderson
- 1931 (or 1933?) Building extended at rear to provide extra accommodation to design by T Alwyn Lloyd (and Gordon?)

D COUNTY HALL (Mid Glamorgan County Council, formerly Glamorgan County Hall)

- Freehold site purchased from the Corporation for £3,000.
- 1908 Competition for the design of County Hall won by Vincent Harris and TA Moodie of Lincoln's Inn
- 1912 Building completed and formally opened by the Chairman of the County Council
- Expansion of the Council's functions and staff levels increased

H 1927 Glamorgan County Council acquired the adjoining site (at the rear of the University Registry) from the Corporation for £6,250.

- Ivor Jones and Percy Thomas appointed as architects for the new building
- 19 May 1931 Foundation stone laid by Colonel D Watts Morgan
- 22 September 1932 Formal opening ceremony performed by the Chairman of the Council

E UNIVERSITY COLLEGE (UC)

- 1883 The University College of South Wales and Monmouthshire established: J Virlamu Jones, Principal
- 23 October 1883 College formally opened in temporary premises in Newport Road
- College grew rapidly
- 1900 Corporation granted an area of 5 acres between Park Place and the proposed Museum Avenue on lease at a peppercorn rent for the building of a college
- 1903 College authorities decided to proceed with the erection of the new College: the design of the building made the subject of a limited competition. First prize awarded to W Douglas Caroe, FSA who was appointed architect
- 14 October 1909 The first section, including the administrative departments and library, was formally opened by the College President, the Earl of Plymouth
- 24 June 1925 Foundation stone laid by Lord Glanely for the erection of extended buildings (northern wing) to include laboratories and research accommodation
- 21 May 1930 Completed extension formally opened by the Prince of Wales
- 1954 Southern wing (science departments) constructed
- 1962 The Park Place ends of the northern and southern wings were completed. The eastern wing, which would have formed the fourth side of a large quadrangle and would have contained the Grea. Hall at first floor level with a gatehouse beneath has, unfortunately, never been carried out

F UNIVERSITY OF WALES INSTITUTE OF SCIENCE AND TECHNOLOGY (UWIST) BUTE BUILDING (formerly the Main Building and originally the Cardiff Technical College)

- 1865 Beginnings of the Technical College founded in the Science and Arts classes conducted at Cardiff Library
- 1889 Technical Instruction Act authorised setting up of the Technical Instruction Committee
- 1894 Classes grow and via University College take over accommodation in Dumfries Place
- 1911 The Technical School grew rapidly and nine separate buildings had to be requisitioned; it was decided that special accommodation was necessary
- October 1912 Ivor Jones and Percy Thomas (the author of the design) of Cardiff won first prize in an open competition for the design of the building (their first competition win)
- April 1914 The foundation stone of the original section of the present building was laid by the Lord Mayor
- 13 March 1916 The Technical College was opened by the Lord Mayor. The building was in the form of three sides of a rectangle, the fourth being left for future extensions
- 11 November 1919 Additional engineering workshops and laboratories (forming the first floor of the fourth wing facing North Road) were opened
- 14 December 1927 The completed fourth wing facing North Road was opened
- 11 February 1936 Further additions above the main hall were opened

G	NATIONAL MUSEUM OF WALES/AMGUEDDFA GENEOLAETHOL CYMRU
1863	Municipal Museum founded in St. Mary Street
1880	New Museum and Library buildings opened in Trinity Street
1890-1900	Idea of a National Museum of Wales was first discussed. Considerable accessions were made to the existing Museum collection and an Art Gallery was set up
June 1905	After much discussion and petitioning over the location of a proposed new National Museum (and National Library), arbitrators appointed by the Privy Council award National Museum to Cardiff (and National Library to Aberystwyth)
19 March 1907	Charter of Incorporation executed
1908	National Museum of Wales' first Director appointed
February 1910	Architectural competition for the design of the Museum won by <u>Dunbar Smith and Cecil Brewer</u> of London
September 1911	Work commences on construction of foundations and basements
25 June 1912	Foundation stonelaying ceremony by King George V
1914	Contract for the erection of the superstructure entered into
1915-1920	Building operations suspended due to the Great War
21 April 1927	A sufficient portion of the building was completed (including the Central Hall and South-East Gallery) to enable the Museum to be formally opened by King George V
1929-1932	Construction of the eastern range of galleries and the Reardon-Smith Lecture Theatre
1967	The western wing, designed in similar style by <u>T. Alwyn Lloyd and Gordon</u> , was opened
J	THE WELSH OFFICE/Y SWYDDFA GYMREIG (sometimes known as The Crown Building and formerly the Welsh Board of Health)
1913	The provision of permanent offices was under consideration for those administering the National Health Insurance Act in Wales, and an arrangement was made with the Corporation for the free gift of a site in Cathays Park provided that the building completed within three years of 24 June 1915
1914	Plans were prepared and work commenced on the foundations, but was abandoned in the following year because of the Great War
1919	Legislation constitutes Ministry of Health and establishes the Welsh Board of Health
early 1930s	Decision taken to proceed with erection of permanent offices for the Board in Cathays Park
1934	Plans were prepared by <u>PK Hanton</u> of HM Office of Works for the new building
25 March 1935	The ceremony of cutting the first sod was performed by the Chairman of the Welsh Board of Health
1 March 1938	Work was completed early in 1938 and the opening ceremony performed by the Minister of Health
R	1946 Announcement that Ministry of Works and Building were negotiating for the acquisition of the site adjoining (to the north-west) the Welsh Board of Health offices - then Crown Gardens - in order to erect offices to accommodate various civil service staffs distributed over many buildings in the city. It was popularly supposed before this time that this site was being reserved for the erection of a Parliament House for Wales when Home Rule was granted (see Fig. 5)
1975-1980	Ironically, what was constructed on the site during this period, was a massive 'extension' to the (by now) Welsh Office, designed by <u>Alex Gordon and Partners</u> at a final cost of £21 million
September 1980	Occupation of the new Crown Offices completed
K	TEMPLE OF PEACE AND HEALTH
1934	To serve the twin causes of Peace and Health Lord Davies of Llandinam covenanted to donate £58,000. towards the cost of erecting a building on a site in King Edward VII Avenue (presented by the Cardiff Corporation) to serve as administrative offices for the Memorial Association and the Welsh Council of the League of Nations Union
8 April 1937	The foundation stonelaying ceremony to the building, designed by <u>Percy Thomas</u> , was performed by Viscount Halifax
23 November 1938	The opening ceremony was performed by a woman representative of the War-bereaved mothers of Wales - ironically, only a short time before the outbreak of the Second World War
L	UWIST REDWOOD BUILDING (formerly the New Building and originally The Welsh College of Advanced Technology)
1960	Sir <u>Percy Thomas</u> commissioned to carry out the new Welsh College of Advanced Technology
1961	Building opened by the Duke of Edinburgh
M	UC LAW/UWIST FACULTY OF THEOLOGY (originally University College Arts Building)
1962	Faculty of Arts building completed, designed by <u>Sir Percy Thomas</u>
N	UC EXTENSION TO THE DEPARTMENTS OF CHEMISTRY GEOLOGY (GEOGRAPHY SECTION) AND ZOOLOGY
1965	Temporary building erected to design by <u>Alex Gordon and Partners</u>
P	UC DEPARTMENTS OF ANATOMY, PHYSIOLOGY, BIOCHEMISTRY AND THE FACULTY OF ECONOMICS AND SOCIAL STUDIES
1964-1967	Multi-storey buildings constructed to designs by <u>Percy Thomas Partnership</u>
-	The Department of Biochemistry has since been extended north-westwards
Q	POLICE HEADQUARTERS
1968	Building completed to design of the (then) Cardiff City Architect, <u>John Dryburgh</u>
S	(DISUSED) PUBLIC LAVATORIES

The Roads

- | | | |
|---|-----------|---|
| a | 1904 | Main approaches to civic centre from Kingsway and Park Place constructed |
| b | 1904 | North Road widened |
| c | 1906 | King Edward VII Avenue constructed and opened by the King in July 1907 |
| d | 1906 | Museum Avenue and the road at the rear of City Hall constructed |
| e | 1909 | College Road constructed |
| f | 1931 | Museum Avenue extended as far as Corbett Road |
| g | 1960s(?) | Road arrangement in front of City Hall altered: 'Green Circle' enlarged to semi-circular shape with triangular shaped traffic island constructed between Gorsedd Gardens and the new 'semi-circle' |
| h | mid 1970s | Boulevard de Nantes constructed, King Edward VII Avenue terminated at south-east end, subways built, 'semi-circle' enlarged to join Gorsedd Gardens, North Road enlarged all due to traffic re-routing to enable Queen Street pedestrianisation |

The Memorials, Sculptures and Open Spaces

- | | | |
|----|----------------|---|
| 1 | | Henry Austin Bruce, First Lord Aberdare by H Hampton |
| 2 | | The Third Marquess of Bute by P Macgillivray, RA |
| 3 | | John Cory, Coalowner and Philanthropist by Sir W Goscombe John |
| 4 | | Lord Ninian Edward Crichton Stuart by Sir W Goscombe John |
| 5 | | Equestrian Statue, The First Lord Tredegar by Sir W Goscombe John |
| 6 | | Judge Gwilym Williams by Sir W Goscombe John |
| 7 | | South African War Memorial by Alfred Toft |
| 8 | 12 June 1928 | Welsh National War Memorial, designed by Mr. (later Sir) J Ninian Comper, unveiled |
| 9 | | David Lloyd George (1863 - 1945) |
| 10 | 1969 | Commemorative Fountain unveiled by The Prince of Wales 5 July 1969 |
| 11 | October 1983 | Falklands Islands Campaign (1982) Memorial erected |
| 12 | 1902 | Present area of the Central (Alexandra) Gardens fixed |
| | 1903 | Area enclosed and the laying out and planting work was carried out to a formal plan |
| | 27 July 1910 | Park was at first called University Gardens, but it was formally opened on this date by the Queen and renamed Alexandra Gardens |
| 13 | Autumn 1904 | Friary Gardens enclosed and laid out as a Dutch garden in the following winter |
| | September 1905 | Work completed and handed over to the Parks Committee |
| | 1923 | Incorrectly named Priory Gardens |
| | 1929 | Correctly renamed Friary Gardens |
| 14 | 1904-1905 | Gorsedd Gardens was enclosed and partly laid out |
| | February 1905 | The Gorsedd Circle (erected elsewhere in the Park for the National Eisteddfod of 1899) was removed to its present site |
| | July 1910 | Gardens formally opened and named by the Lord Mayor |

PHYSICAL COMPONENTS

3. THE BUILDINGS (the references in parentheses refer to Fig. 7)

At the turn of the century, neo-Classicism was still the favourite mode for civic and commercial buildings. Cardiff's civic centre in Cathays Park is an outstanding architectural phenomenon which is justifiably famous as a permanent exhibition of neo-Classical buildings. Indeed, it includes some of the nation's principal buildings, however un-Welsh they might appear architecturally.

The City Hall and Law Courts were designed together as two independent buildings but in a closely related and balanced manner. "The vigorously modelled City Hall (A) is a statement of amazing bravura. Heavily influenced by the Austrian Baroque, with overtones of French Baroque, it occupies with great self assurance the dominant position in the main front of the civic centre"(5) (see Fig. 8). The Law Courts building (B) is more restrained, perhaps severer, is different in layout, but has a similar overall treatment (see Fig. 9).

The University of Wales Registry (C) was designed in a mature Renaissance manner, the entrance being treated with the Ionic Order. It is much smaller than its neighbouring buildings, and perhaps overshadowed, but it is nevertheless a delightful building, carefully detailed (Fig. 10).

The County Hall (D) is a work of outstanding scholarship, the superbly detailed Greco-Roman style facade being (as Hilling quotes Gradidge) "...influenced by Basevi's...Fitzwilliam Museum at Cambridge (1845)"(6). The main front (Fig. 11) has a wide portico with coupled Corinthian columns below a deep cornice; the North Road elevation features an overhanging balcony supported

(5) John B Hilling, The Historic Architecture of Wales, 1976, p194

(6) John B Hilling, Cardiff and the Valleys, 1973, p153



Figure 8 The City Hall (viewed from the south)



Figure 9 The Law Courts (viewed from the north-east)



Figure 10 The University of Wales Registry (viewed from the north, with the Police Headquarters in the background)



Figure 11 County Hall (main front viewed from the north)



Figure 12 County Hall elevation to North Road (viewed from the west)

by brackets to the piano nobile (Fig. 12).

University College (E) took many years to complete and has suffered as a result, the architectural quality being gradually diluted, so that the later sections have lost the virility of the earlier ones. The main facade (Fig. 13) is a complex and restless mixture of shapes with much surface decoration, a strange feature being a second, higher pediment which has a much steeper pitch than the lower one.

The UWIST Bute Building (F) is neo-Grec in character with a heavy portico containing a colonnade of Doric columns in front of the main entrance (Fig. 14). The design is plain and rather institutional.

Also in neo-Grec style is the National Museum of Wales (G), planned to a formal, but as yet, incomplete axial layout around a central courtyard. The main front uses a wide recessed Doric portico and rusticated wall surfaces, rather like the Law Courts (Fig. 15). It is an exceptionally fine, powerful building highly commended in its day for its particular purpose.

The buildings at the north-western end of Cathays Park are more recent and less inspiring. The Welsh Office (J), designed in a simple Classical style, is of greater height than the older buildings, containing a basement and four storeys. Tall windows extend vertically over the three main floors and a projecting cornice separates the top floor from those below (Fig. 16).

The Temple of Peace and Health (K) is T-shaped in plan, the leg of the 'T' containing the Temple itself, in front of which there is a tall entrance hall approached through a bold portico of square section columns. The two wings house the offices of the two Institutions noted in Fig. 7. The building is devoid of elaborate moulding and ornament and has been designed in a cold, streamlined Classical style (Fig. 17).

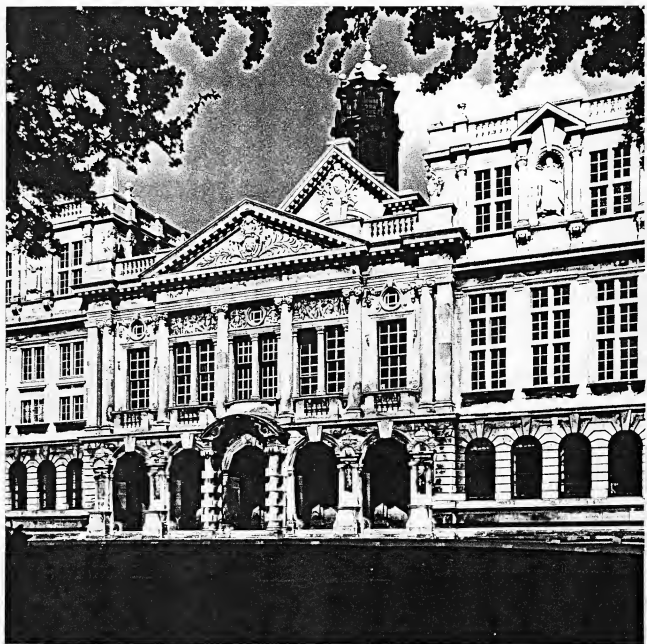


Figure 13 University College main building (main facade viewed from the south)

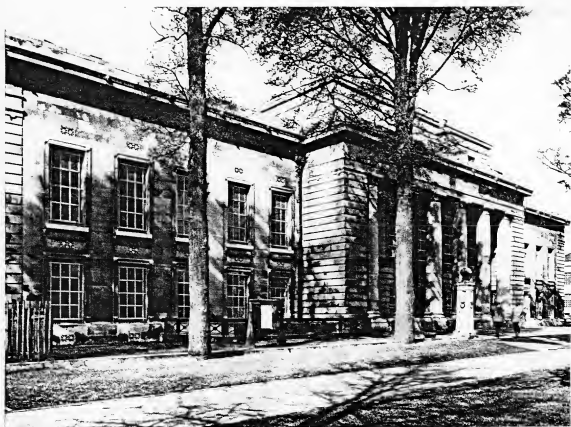


Figure 14 UWIST, Bute Building (viewed from the south-east)

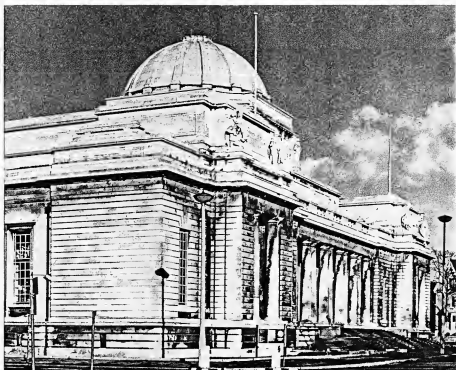


Figure 15 National Museum of Wales (viewed from the south)



Figure 16 The Welsh Office (viewed from the south)
before the construction of its extension



Figure 17 The Temple of Peace and Health (viewed from the south-east) before the construction of the UWIST Redwood Building



Figure 18 The UWIST Redwood Building (viewed from the south-east)

The UWIST Redwood Building (L) is one of three buildings by Sir Percy Thomas in a row in the civic centre, who writes "...they show fairly well the development of my ideas from the neo-Grec of the original College (the UWIST Bute Building), through the simplified classicism of the Temple of Peace, to the more modern treatment of...the College of Advanced Technology (the UWIST Redwood Building)"(7). It was, in fact, an attempt to keep to a fairly low rise development, while providing the necessary accommodation. The result is plain and institutional, on a site which had great potential (Fig. 18).

The UC Law/UWIST Faculty of Theology (M) was originally part of a scheme for the whole of the triangular shaped site to the north-west of the original UC building but, on the retirement of Sir Percy Thomas, the remainder of the site was developed by his office in a modernist, high rise fashion (P), out of scale with the rest of the buildings in Cathays Park. At the present time, it is in the process of being repaired because of design/ construction faults in the cladding panels.

The UC Extension Building (N) is two storeyed, flat roofed and of Meisian descent. It was intended to provide temporary accommodation due to the pressure of space requirements, but has by now become a semi-permanent addition to the Park, built on land originally intended for the completion of the National Museum of Wales.

The Police Headquarters (Q) is a serious attempt to fit a modern building into its surroundings on a small site. It lacks the richness, though, of its neighbours and is suffering from some poor detailing (see Fig. 10).

The insensitive extension to the Welsh Office (Crown Offices) (R) is a massive, framed building which reduces the original Welsh Office (J) to little more than a gatehouse to this enlarged administrative complex. The extension comprises mostly openplan

(7) Sir Percy Thomas, Pupil to President, 1963, p52
Parentheses added

office space arranged around two covered courtyards: a colonnade encircles the building at ground floor level with the floors above cantilevered forward or set back. "The solidity, weight and ponderous form...all serve to proclaim and reinforce the stability and permanence of the organisation housed within. Its mass and geometry are both arranged with a fearful symmetry to strike a perhaps not accidental note of authoritarianism...This is not a building which invites public penetration, let alone participation."(8).

(8) Ian Cooper, Building Design, 4 July 1980, p12

4. THE PLANTING

As can be seen from Figure 7, most of the trees and plants that we see today in Cathays Park date back to when it was first laid out at the turn of this century; some of them date from even earlier and were incorporated into the original concept. Figure 19 is a plan showing the positions of trees, shrub planting and grassed areas at the present time, which should be referred to when reading the following brief descriptions of the planting according to appropriate areas.

The south-west boundary of Cathays Park fronting on to North Road is lined with mainly mature trees, some of which were probably in existence before the Park's development as the civic centre (see Photographs 1-5 in Appendix 3). There are various species of trees along this edge of the Park including: *Acer pseudoplatanus* (Sycamore), *Aesculus hippocastanum* (Horse Chestnut), *Fagus sylvatica* (Beech), *Quercus robur* (Oak), and two very good specimens of *Cedrus libani* (Cedar of Lebanon) (Photograph 2). Unfortunately, many trees have been lost along this boundary (particularly elms) and the ornamental trees which have been used as replacements or additions, such as *Prunus* (Flowering Cherry), do not seem to continue the pattern of the original planting. A number of young *Fraxinus* (Ash), *Fagus* (Beech), *Carpinus* (Hornbeam) and *Tilia* (Lime) have been planted at the north-western end, however, but in some rather indiscriminate positions. The south-eastern end, where some large elms have been lost, is in need of rejuvenation.

The planting of an avenue of trees was originally envisaged along College Road (see Fig. 5), and it is to be welcomed that this intention has now been carried out with the planting of some thirty young trees.

The road at the rear of the City Hall and the Law Courts (City Hall Road) was never so imagined, and has never had a

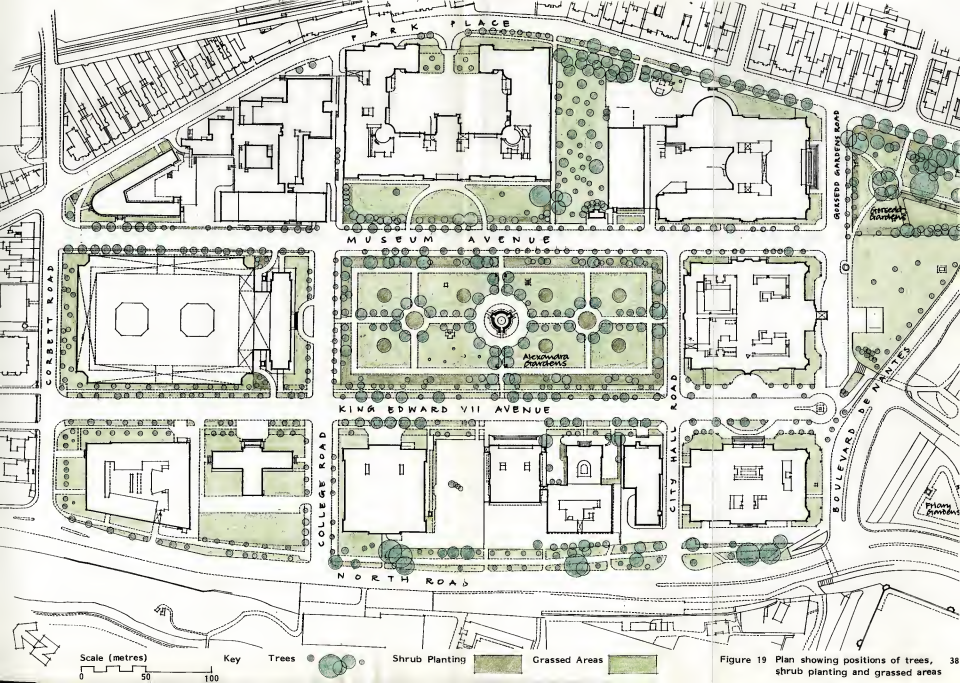


Figure 19 Plan showing positions of trees, shrub planting and grassed areas 38

tradition of being planted. However, the space between the Law Courts and the Police Headquarters is rather desolate (Photograph 6) and some softening of this area would be advantageous.

In King Edward VII Avenue, the four-line avenue of elm trees planted by Lord Bute in the late nineteenth century (and the major constraint in the laying out of the civic centre) has now virtually disappeared through the effects of Dutch Elm disease and old age. The south-eastern half of the avenue is now composed mainly of some fairly mature *Tilia* (Lime) trees. Some additional ones are required on the pavement's edge at the side of the City Hall to regularise the arrangement here (Photograph 7). Eight new trees have been planted in front of the main entrance to the Law Courts forming a new second line to the avenue at this point. The north-western half has been extensively replanted on both sides of the road (Photograph 8). Outside the UWIST Redwood Building and the Temple of Peace and Health, a number of *Prunus* (Cherry) trees have been planted to reform the two lines of the Avenue. However, they have not been positioned accurately enough and this detracts from their appearance. The choice of an ornamental type of tree is again, perhaps, inappropriate. On the opposite side of the road adjacent to the new extension to the Welsh Office, the new tree planting here is more regular.

In contrast, in front of the north-western end of the Crown Offices facing Corbett Road, the new trees are quite informally positioned (Photograph 9). They may have been set out as such intentionally as a foil to the regularity and symmetry of the new building, but this is inappropriate (and unsuccessful). The types of tree that have been used here include *Acer platanoides* (Norway Maple), a *Tilia* (Lime) hybrid, *Betula* species (Birch) and a type of *Platanus* (Plane). Two are suffering from the effects of the wind, motor grass mowing or vandals (Photograph 10). Consideration should have been given as to whether there

should be a proper avenue along Corbett Road as an enclosing element, rather than a number of randomly spaced trees (Photograph 11).

There has been some recent planting too to the north-west of the UWIST Redwood Building fronting Corbett Road. Four new *Tilia* (Lime) trees have been planted, probably as standards, and two rather inappropriate *Cryptomeria* conifers. The trees here are rather more regularly spaced (Photograph 12).

There is only a single line avenue of trees in Museum Avenue. At the north-western end the *Tilia* (Lime) trees are probably about thirty years old and look splendid (Photographs 13 and 14), though there are some irregularities and gaps. Where the new Crown Offices join the existing Welsh Office (Photograph 15) is the only occurrence in the whole civic centre where a low shrub (in this case *Rubus tricolor* - an ornamental bramble) is used as ground cover around a building instead of grass. This is unnecessary, insignificant in such small areas, and rather insensitive to the ways each of the other buildings in the Park sit on their sites. The south-eastern end of Museum Avenue comprises virtually all new trees (Photograph 16).

There are a number of fine mature trees on the land originally intended for the completion of the Museum between the University College Main Building and the UC Extension to the Departments of Chemistry, etc building. It is possible that they were planted originally just to "fill in the space" until the Museum was completed, but now this area is quite pleasant (Photograph 17). There have been some new trees planted here recently, so that there are now over fifty trees in total in this area, eg. *Aesculus hippocastanum* (Horse Chestnut), *Betula pendula* (Silver Birch), *Tilia* (Lime), *Acer platanoides* (Norway Maple), *Carpinus betulus* (Hornbeam), and *Alnus cordata* (Italian

Alder). Where this strip of land meets Park Place, and continuing down Park Place as far as the Boulevard de Nantes, are an avenue of fine mature trees (Photographs 18-20). Some are on a raised bank (which continues in Gorsedd Gardens) and are coniferous (*Pinus nigra*).

The Gorsedd Gardens was laid out originally as an independent, landscaped area (see Fig. 6). Even though the construction of the Boulevard de Nantes brought a substantial rearrangement of the area in front of the City Hall and Museum, it still retains its identity because of the line of trees and shrubs on its south-west edge (Photograph 24). These include *Fagus* (Beech), *Ligustrum ovalifolium* 'Aureum' (Golden Privet) and *Viburnum rhytidophyllum*. The Gorsedd circle contains four *Fraxinus* (Ash) trees which together with the Stones are surrounded by railings. Along the western edge of the Gardens is the raised bank outside of which, on the edge of the pavement, are a number of *Rhododendron* plants. There is a large variety of trees, some ornamental, growing on the western side of the Gardens, some on the bank itself but mostly inside (Photograph 21). These include *Cedrus libani* (Cedar of Lebanon), *Quercus robur* (Oak) and a *Prunus* (Cherry) which has been twice grafted (centre of Photograph 22). Nowadays, walking through the Gorsedd Gardens is the most enjoyable way of reaching the civic centre from the commercial centre (Photograph 23), even if the layout of the paths was altered in a purely expedient way when the Boulevard was built.

The rest of the area in front of the City Hall is most unsatisfactory - even the Gorsedd Gardens appears to turn its back on it (Photograph 24). Some trees have been planted at intervals along the new roadside, together with nine or ten *Betula pendula* (Silver Birch) randomly positioned near the subway (Photograph 25), which is itself designed and 'landscaped' insensitively (Photograph 26). This attitude is quite inadequate: the whole area in front of the civic centre needs to be reassessed and a scheme drawn

up in the tradition and quality of the original idea.

Alexandra Gardens is laid out formally within a rectangle with the Welsh National War Memorial as its focus (Photograph 27). It is surrounded by a stone kerb which at one time supported metal railings, but which now is the boundary for a *Fagus* (Beech) hedge (Photograph 28). Inside this hedge around the perimeter is a wide variety of trees and shrubs (Photograph 29) include *Hebe*, *Mahonia*, *Quince*, *Magnolia*, *Berberis*, *Viburnum*, *Cotoneaster*, *Prunus*, *Yucca* (Photograph 30), *Amelanchier canadensis* (Photograph 31) and *Cornus alba* (Photograph 32). The paths are lined with ornamental *Prunus* (Cherry) trees (some of which need replacing) and *Chamaecyparis lawsoniana* (Lawson Cypress) (Photograph 33). There are planting beds at the intersections of the paths (Photograph 34) and in the centre of each grassed area, except for one! This is planted randomly with five young conifers (Photograph 35) and also marks the site of the Falklands Campaign (1982) Memorial which is illogically and insensitively placed.

Generally, there does not appear to be a coherent landscape policy for Cathays Park. This is illustrated by the following: trees which have been felled not being replaced or being replaced insensitively (by inappropriate species or poor positioning) without consideration of the overall effect; the decline of the area in front of the City Hall; the lack of screening to car parks; the appearance of incongruous surface finishes and furniture; etc. There must be a unified policy to conserve and improve the landscape quality of the Park to counteract these, and other, problems.

4. THE GROUND SURFACES, DETAILS AND FURNITURE

The choices of ground surface were made at an early stage as part of the overall concept for the development of the civic centre. There are two materials - grass and asphalt - which nowadays cover the vast majority of the area. This is a simple solution which is sympathetic to the topography and which acts as a background against which it is easier to comprehend the complexity of the buildings.

Most of the buildings are seen to sit directly on to grass (Photographs 10, 12, 20 and 36) and this in some cases virtually surrounds the building completely, so that viewed from the air (see frontispiece), the buildings appear to have been 'placed' on islands of green, separated by roads. The grass is edged generally with granite kerbstones and this can form the junction with a footpath or road (Photograph 36), and is even done sensitively around the latest building to be erected in the Park - the extension to the Welsh Office (Photographs 9, 10 and 14).

The roads and footpaths themselves are paved in asphalt which in some circumstances, for example King Edward VII Avenue, is a reddish brown, symbolic of its function as the main ceremonial way (Photographs 7 and 8).

Adjacent to some of the newer buildings, however, the floorscape is treated less sensitively (and out of accord with the original concept), particularly near the UC Departments of Anatomy, Physiology, etc (Photographs 37 and 38), in front of the City Hall near the fountain (Photographs 24 and 25), and where the subways emerge (Photograph 39).

But it is not only in the materials used that a disregard for the civic centre's quality is evident. The deterioration in the Park's detail in recent years is considerable: a clutter of traffic and parking signs, each with its own individual post is

noticeable; the introduction of concrete bollards is out of character (Photograph 40); banal solutions for the accommodation of trees and shrubs in hard landscaped areas are visible (Photographs 25, 41 and 42); unsightly litter bins are apparent (Photograph 43) and a 'sitting area' is badly positioned and arranged (Photograph 44).

All details, no matter how insignificant they may seem, need careful thought and it is unfortunate that an area of the overall quality of Cathays Park has not received the attention it deserves in this respect.

SPATIAL ORGANISATION

6. ENCLOSURE, SCALE, ETC

The vision of "buildings in a parkland" noted earlier, combined with the formal layout dictated by the conditions negotiated with Lord Bute, sired the creation of the landscape of Cathays Park which we see today. It has a number of characteristics, each of which is noted and discussed briefly below.

The ground is generally flat and though it slopes by 3m-4m north to south across the site; it is perceived generally as being fairly level also.

The civic centre is bounded on its four sides by tree lined roads. Though there are some areas where additional tree planting would be helpful (for example, at the rear of the Temple of Peace and Health (Photograph 45) which may also have an additional amenity value with its views into Bute Park across North Road), this helps to create the feeling of Cathays Park as a self-contained area, and as an identifiable element in the city. Lynch has defined this phenomenon as the "district". These he describes as "...sections of the city, conceived of as having two-dimensional extent, which the observer mentally enters 'inside-of', and which are recognisable as having some common, identifying character. Always identifiable from the inside, they are also used for exterior reference if visible from the outside"(9).

There is a formal layout of roads, the two principal ones, King Edward VII Avenue and Museum being lined with trees to form avenues. These are the predominant elements for most people in Cathays Park because it is while moving along them that one is best able to observe and perceive the civic centre. The two

(9) Kevin Lynch, The Image of the City, 1960, p47

avenues both provide vistas: in King Edward VII Avenue the vista south-eastwards is closed by the Pearl Assurance building in the commercial centre which acts as the focal point (Photograph 8); the view the other way, north-westwards is, perhaps, more grandiose because it seems to extend to infinity (Photograph 7). This is because the avenue is continued into Queen Anne Square (a private housing estate) on the other side of Corbett Road through a colonnade (Photograph 46) which acts ambiguously as a psychological barrier to entry, but still allows one to look into a private and defensible space. The vista along Museum Avenue looking north-westwards (Photograph 16) is terminated by houses in Corbett Road. In the other direction, south-eastwards (Photograph 13) there is no focal point to the vista and this could be an important consideration if the area in front of the City Hall were to be redesigned.

The buildings are arranged around the perimeter of the Park, leaving the centre as an ornamental garden. This is enclosed and sheltered not only by the planting around its own perimeter, but also by the buildings which exert their own presence to create a calm and pleasant atmosphere here.

There has been criticism, noted by Chappell in particular⁽¹⁰⁾, that the buildings erected in Cathays Park are of insufficient height and that the main approaches to the Park from the town are unsatisfactory. If that was true in 1946, then it is even more so today, because the south-eastern approaches have been spoilt in recent years by road developments.

Previously, one could appreciate a gradual transition from the commercial centre to civic centre with introductory glimpses of the buildings through a well landscaped "buffer" of mature trees and planting along the Dock Feeder, until, eventually, the whole of the south-east facade is revealed. The subways which

(10) Edgar L Chappell, op cit, p19

have been constructed are no substitute for this because they disturb, they are physically and psychologically daunting and they emerge at non-axial angles which do not allow a full appreciation of the south-east front of the civic centre.

Friary Gardens and the strip of land along the Dock Feeder are still important to the transition, however, despite the fact that they have been severed from the Park by the awesome Boulevard de Nantes.

Now, in order to appreciate some of the subtlety of the original transition from the commercial centre to the civic centre one must approach from the other end of Queen Street through Park Place and the Gorsedd Gardens. From here, the pedestrian is then drawn into the heart of the civic centre by the avenues; there is an unmistakeable feeling of being in a special area because of the sense of enclosure provided by the buildings sited along the broad avenues, the planting which softens the buildings and evokes a real feeling of "place".

CONCLUSION

The development of Cathays Park as a separate administrative area reproduces in Cardiff a characteristic of some continental cities - that of the distinction between 'cité' and 'bourg', between the administrative centre and the commercial zone. Cardiff, however, lacks the true urban tradition that is evident in some of those continental towns: the civic centre is not a concentrated urban precinct but "buildings in a parkland".

It is, however, justifiably famous in contrast to the civic centres of many other towns in this country which also grew rapidly in the nineteenth century.

APPENDIX 1



CHAPTER cxxviii.

An Act to confirm two agreements made by the Mayor Aldermen and Burgesses of the County Borough of Cardiff for the acquisition and appropriation to public objects of Cathays Park to empower the said Mayor Aldermen and Burgesses to construct new tramways in the said Borough and to work the same and other tramways hereafter acquired by them and for other purposes. A.D. 1898
[25th July 1898.]

WHEREAS the mayor aldermen and burgesses of the county borough of Cardiff (herein-after called "the Corporation") have made an agreement (a copy of which is set forth in Part I. of the First Schedule to this Act) dated the fourteenth day of April one thousand eight hundred and ninety-seven with the Most Honorable John Patrick Crichton Stuart Marquess of Bute and Earl of Dumfries (herein-after called "the marquess") conditional on the passing of a Bill to confirm the same for the purchase by the Corporation from the marquess of the lands within the borough in this Act defined as Cathays Park amounting altogether to about sixty acres :

And whereas by one of the articles of the said agreement the Corporation are bound to promote in the present session and to use their best endeavours to procure the passing into law of a Bill to confirm the said agreement and also the agreement next herein-after mentioned and to authorise the marquess and the trustees of the will of the late marquess the Corporation and all other necessary parties (if any) to carry out the sale and purchase of the said lands upon the terms contained in the said agreement :

And whereas by an agreement (a copy of which is set forth in Part II. of the said First Schedule) of even date with the said agreement the Corporation have (subject to confirmation by the Bill aforesaid) arranged terms with the company of proprietors of the Glamorganshire Canal Navigation (herein-after called "the

A.D. 1898.

"Channels" means and includes channels passages and tubes for ropes cables wires and electric lines;

"The tramways" means the tramways authorised by this Act;

"The Corporation tramways" means and includes the tramways and such of the existing tramways as are from time to time or at any time acquired by the Corporation:

Terms to which meanings are assigned by enactments incorporated with this Act or which have therein special meanings have in this Act and for the purposes of this Act the same respective meanings.

Execution of Act.

5. This Act shall be carried into execution by the Corporation acting by the council.

PART II.—CATHAYS PARK.

Confirmation of scheduled agreement with the marquess.

6.—(1.) The agreement between the marquess and the Corporation as the same is set out in Part I. of the First Schedule to this Act is hereby confirmed and made binding on the parties thereto and all parties interested in the lands and property devised by the will of the late marquess and the marquess the trustees of the will of the late marquess the Corporation and all other necessary parties are hereby authorised and empowered to and shall carry the same agreement into effect.

(2.) This Act shall be deemed full authority for the reconveyance provided for in Article 4 of the said agreement. The sum of four thousand pounds payable to the Corporation under that article shall be paid into the stock redemption fund and be applied by the Corporation in the redemption of stock created and issued by them.

Saving estate clause.

7. Saving always to the Queen's most Excellent Majesty and to all persons and bodies politic and corporate and their respective heirs successors executors and administrators (other than and except the several persons by this Act expressly excepted out of this general saving) all such estate right title interest claim and demand whatsoever of in to or out of the hereditaments devised by the will of the late marquess and every part thereof as they or any of them had before the passing of this Act.

The following persons are excepted from the general saving in this Act (that is to say):—

- (1) The Honourable Henry Dudley Ryder and Lord Edmund Bernard Talbot and the trustees for the time being of the trust term;
- (2) Lord Edmund Bernard Talbot and the Honourable Henry Dudley Ryder and the estate trustees for the time being;
- (3) John Patriek Crichton Stuart Marquess of Bute;

- (4) The Honourable John Crichton Stuart commonly called Earl of Dumfries and the heirs of his body ; A.D. 1898.
 (5) The Honourable Ninian Edward Crichton Stuart commonly called Lord Ninian Crichton Stuart and the heirs of his body ;
 (6) The Honourable Colum Edward Crichton Stuart commonly called Lord Colum Crichton Stuart and the heirs of his body ;
 (7) The Honourable Margaret Crichton Stuart commonly called Lady Margaret Crichton Stuart and the heirs of her body ;
 (8) Sons and daughters hereafter to be born of the said John Patrick Crichton Stuart Marquess of Bute and the heirs of their respective bodies ;
 (9) And all other persons interested under the will of John Crichton Stuart Marquess of Bute ;
 (10) The heirs of the said John Crichton Stuart Marquess of Bute :

And accordingly the several persons named or designated or described in this section are bound by this Act.

8. With respect to Cathays Park the Corporation shall have the following powers and shall be subject to the following restrictions (that is to say) :— Powers and restrictions with respect to Cathays Park.

- (1) They may grant and convey as a free gift to the University of Wales or to any body of persons on behalf of that university either in perpetuity or for a term of years a site for the erection of buildings suitable for the university registry including a residence or residences for the registrar or any other university official :
 (2) They may grant and convey to the county council of the administrative county of Glamorgan either as a free gift or upon such other terms and conditions as the Corporation deem desirable and either in perpetuity or for any term of years a site for the erection of buildings for the offices of the said county council :
 (3) They may also either with or without any pecuniary or other consideration grant and convey or lease any lands in Cathays Park either in perpetuity or for any term of years or upon such other terms and conditions as they think fit or by way of exchange to the said University College of South Wales and Monmouthshire or to any body of persons on their behalf or to any educational or other public or local authority institution or body as and for a site or sites for the erection of buildings or other purposes in connexion therewith together with any drainage or other easements :

A.D. 1898.

- (4) They may erect and maintain in Cathays Park a town hall law courts and other municipal or public offices or other buildings:
- (5) All the restrictions conditions and obligations imposed on the Corporation by the said recited agreements respectively shall be observed and performed by the Corporation and in particular the restrictions and stipulations in the said agreement with the marquess contained with respect to the premises thereby agreed to be sold and the user thereof shall be binding on and enforceable against all persons whomsoever claiming through or under the Corporation in perpetuity whether as purchasers lessees or otherwise and whether with or without notice of such restrictions conditions and obligations:
- (6) Sections 34 and 35 of the Cardiff Corporation Act 1894 shall extend and apply to Cathays Park in the hands of the Corporation.

Confirmation of scheduled agreement with Glamorgan-shire Canal Company.

9. The agreement between the Glamorganshire Canal Company and the Corporation as the same is set out in Part II. of the First Schedule to this Act is hereby confirmed and made binding on the respective parties thereto.

Extinguishing public rights over portion of North Road.

10. All public rights over so much of the North Road or any land on the side thereof to the westward of a red line drawn from the point X to the point Z shown on the plan signed by Sir James Bevan Edwards the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred are hereby extinguished.

PART III.—TRAMWAYS.

Power to make tramways.

11. Subject to the provisions of this Act the Corporation may make form lay down work use and maintain wholly in the county borough of Cardiff the tramways herein-after described in the lines and according to the levels shown on the deposited plans and sections and in all respects in accordance with those plans and sections with all proper rails plates sleepers channels junctions turntables turnouts crossings and passing places stables carriage engine boiler and dynamo houses storage battery and transformer houses waiting rooms sheds buildings motor cars carriages horses harness tramway plant engines dynamos storage battery and transformer works machinery and conveniences connected therewith respectively:

The following are the tramways:—

Tramway Number 1 (a double line about 2 miles 1 furlong 5·35 chains in length) commencing at a point in Clarence Road

A.D. 1898. The SCHEDULES referred to in the foregoing Act.

THE FIRST SCHEDULE.

PART I.

AGREEMENT made this fourteenth day of April one thousand eight hundred and ninety-seven between THE MOST HONOURABLE JOHN PATRICK CRICHTON STUART MARQUESS OF BUTE AND EARL OF DUMFRIES K.T. (herein-after referred to as "the marquess" which expression shall unless the context requires a different construction include his assigns and other the person or persons from time to time entitled to or interested in the estates in the county of Glamorgan subject to the limitations contained in the last will of John Crichton Stuart late Marquess of Bute and Earl of Dumfries deceased the father of the Marquess) of the one part and THE MAYOR ALDERMEN AND BURGESSES OF THE COUNTY BOROUGH OF CARDIFF (herein-after referred to as "the Corporation" which expression shall unless the context requires a different construction include the successors and assigns of the Corporation) of the other part whereby it is agreed as follows:—

1. Subject as herein-after expressed the marquess shall sell and the Corporation shall purchase first all that piece of land forming the larger part of Cathays Park in the town of Cardiff containing fifty-eight acres or thereabouts delineated and edged green upon the plan Number 1 hereto annexed and herein-after sometimes referred to as "the park" by which expression the said piece of land edged green is to be understood. Second all those two pieces of land to the south of Cathays Park aforesaid containing one acre three roods and fifteen perches or thereabouts and edged red upon the Plan Number 2 hereto annexed. Third the necessary easements for constructing the bridge over the Bute Docks feeder mentioned in Article 8 hereof and for carrying the widening of the North Road mentioned in Article 10 hereof over the same feeder.

2. The purchase money for the whole of the said premises shall be the sum of one hundred and fifty-eight thousand five hundred pounds and shall be paid on the fourteenth day of December one thousand eight hundred and ninety-eight on which day the purchase shall be completed and if from any cause whatever other than the wilful default of the vendor or defect in the title the

purchase money shall not be wholly paid on that day the Corporation shall pay to the marquess interest at the rate of four pounds per centum per annum from that day until actual payment upon so much of the purchase money as shall remain unpaid. A.D. 1898.

3. The title to the premises hereby agreed to be sold being the same as the title to the piece of land lately purchased by the Corporation for the purpose of a site for a museum and having been investigated on behalf of the Corporation on the occasion of such purchase the Corporation will not require any abstract or evidence of title prior to the twelfth day of March one thousand eight hundred and ninety-five (being the date of such purchase) other than a declaration by the solicitor for the time being of the marquess stating the fact of the said titles being the same. The marquess will within one month after the passing of the Act of Parliament hereafter referred to furnish to the Corporation an abstract of all documents (if any) subsequent in date to the said purchase affecting the title to the premises.

4. Inasmuch as the purchase by the Corporation of the lands hereby agreed to be sold will render it unnecessary for them to retain the piece of land purchased by them and conveyed to them under and by virtue of an indenture bearing date the twelfth day of March one thousand eight hundred and ninety-five and made between the said marquess of the first part the Honourable Edmund Bernard Talbot and the Honourable Henry Dudley Ryder of the second part and the mayor aldermen and burgesses of the county borough of Cardiff of the third part the Corporation shall on the completion of the said purchase of the lands hereby agreed to be sold convey to the trustees of the will of the late Marquess of Bute (at the cost of the Corporation) the piece of land so purchased by them as aforesaid free from incumbrances to be held by those trustees subject to the same limitations and with the same powers as the same were subject to under the will of the late Marquess of Bute immediately before the purchase thereof by the Corporation or such thereof as shall be then subsisting and capable of taking effect and upon the execution of such conveyance the purchase money of four thousand pounds paid by the Corporation for the said piece of land shall be repaid but without interest or costs. Provided always that this present Article is subject to the Corporation obtaining the consent of the Local Government Board or the authority of Parliament for such reconveyance as aforesaid. The purchase money of the land agreed to be resold to the trustees of the will of the late Marquess of Bute as aforesaid shall be paid on the fourteenth day of December one thousand eight hundred and ninety-eight immediately upon the completion of the conveyance of the lands hereby agreed to be sold to the Corporation and if from any cause other than the wilful default of the Corporation or defect in their title such purchase money shall not be wholly paid on that day the marquess shall pay to the Corporation interest at the rate of four pounds per centum per annum from that day until actual payment upon so much of the purchase money as shall remain unpaid.

5. The Corporation shall not use the said park or any building to be erected thereon and shall at all times prevent the same from being used for the purpose of any private dwelling-house hotel restaurant or lodging-house office or place for carrying on any trade profession or business for profit or

A.D. 1898. for any manufacturing or similar process whether carried on for profit or otherwise :

Provided that the foregoing restriction shall not be deemed or construed to prevent—

- (a) The erection and use of dwellings for park-keepers caretakers or other like officials of the Corporation in connexion with the park ;
- (b) Residence in any institution which may be erected in the park of officials or caretakers of such institution ;
- (c) Residence in any school or college which may be erected in the park of masters and pupils as boarders in such school but so that the erection or use of boarding or lodging-houses other than the actual school or college shall not be permitted ;
- (d) The making generation or production of any motive or lighting agency or power for use within the park but not elsewhere ;
- (e) The reasonable sale of refreshments including alcoholic liquors to persons frequenting the park or any law court or other public building to be erected thereon ;
- (f) Operations in the nature of manufactures carried on solely for the purposes of any exhibition or scientific demonstration or illustration or for the purpose of technical or other instruction ;
- (g) The erection and use of public baths although charges may be made for the use thereof.

6. The Corporation shall maintain in perpetuity the present avenue in the park consisting of two lines of trees on either side and extending from the point marked M to the point marked N upon the said Plan Number 1 except such trees as come within the line of the new road to be formed as herein-after mentioned and also the trees on the eastern side of the park adjoining Park Place between the points marked respectively O and P upon the said Plan Number 1 and also the lines of trees on the western side of the park adjoining North Road between the points marked respectively C and Q upon the said Plan Number 1 and for that purpose shall plant and properly protect fresh trees in the said avenue and the other places before mentioned in the place or stead of any trees which may from time to time die or be destroyed accidentally or otherwise Provided always that it shall be lawful for the Corporation notwithstanding the restrictions herein-before contained to remove any trees which it may be actually necessary to remove for the purpose of the construction of roads to be formed in or across the park and which may be so designed as to cross any of the lines of trees herein-before mentioned as nearly as may be at right angles and not in any other manner Provided also that before removing any tree or trees under the provision lastly herein-before contained the Corporation shall give to the principal agent of the marquess in Glamorganshire fourteen days notice in writing of their intention so to do with a plan sufficiently indicating the tree or trees proposed to be removed and if within such period of fourteen days such agent shall send to the town clerk or borough engineer notice in writing of his disapproval of any such proposed removal the same shall not be carried out unless a single arbitrator to be appointed failing agreement by the President for the time being of the Institution of Civil Engineers in

London shall award that the road for the construction of which any such tree or trees shall be proposed to be removed is such a road as to comply in all respects with the requirements of these presents and that the removal of such tree or trees is necessary for the construction thereof and such arbitrator shall have power to determine by whom the costs of and incidental to the determination of the question shall be paid.

A.D. 1898.

7. The Corporation shall within twelve calendar months after the date herein fixed for the completion of the purchase of the park form and metal and open to the public a new road of at least the width of sixty feet from the North Road to Park Place in the place marked "New Road" upon the said Plan Number 1 and shall also plant trees to the reasonable satisfaction of the marquess over the whole of the land to be conveyed to them as aforesaid lying to the south of the said new road and striped with green lines upon the said Plan Number 1 and shall thereafter protect renew and maintain trees thereon in perpetuity.

8. The Corporation shall within two years after the date herein fixed for the completion of the purchase form a road and avenue in continuation of and of a similar character as regards kinds of trees and otherwise to the existing avenue before referred to from the said proposed new road to the North Road as to the portion thereof south of the Bute Docks feeder upon the ground striped with red lines upon the said Plan Number 2 such road to cross the Bute Docks feeder by means of a bridge to be constructed in accordance with plans to be submitted to and approved by and to the reasonable satisfaction of the marquess and shall within the time aforesaid open such road and bridge for the public use and thereafter maintain the same and the said avenue in perpetuity.

9. The Corporation shall widen the North Road to the extent shown by the yellow line upon the said Plan Number 1 but without removing any trees (which are to remain undisturbed upon the road as widened) and without interfering with the old building existing in the north-west corner of the piece of land marked "One acre reserved" on the said Plan Number 1.

10. The Corporation shall within the period of two years mentioned in Article 8 hereof widen the North Road by adding to it the space to the west of the black dotted line D E and R upon the said Plan Number 2 (removing for that purpose the buildings and wall now existing thereon) such widening where the existing road crosses the Bute Docks feeder to be carried out in such a way as not to interfere with or diminish the space for the flow of water in the said feeder and in accordance with a plan to be previously approved by and to the reasonable satisfaction of the marquess and such widening where the said road crosses the Glamorganshire Canal to be carried out upon terms to be previously arranged with the company of proprietors of the Glamorganshire Canal Navigation and the marquess shall have a right of building frontage to the widened portion of the North Road south of the Glamorganshire Canal.

11. The portion of the lands secondly herein-before described which is striped blue upon the said Plan Number 2 shall be planted by the Corporation

A.D. 1898. — with trees shrubs or flowers and maintained and preserved by them in perpetuity as an open space and no building or erection of any kind other than for the purpose of fencing the same shall at any time be erected thereon.

12. The Corporation shall forthwith upon taking possession of the park fence off by means of fences of a kind to be reasonably approved by the marquess between the points AB and BC respectively on the said Plan Number 1 the piece of land marked "One acre reserved" upon the said Plan Number 1 and thereafter maintain the same fences.

13. The Corporation shall before taking down the existing wall which divides the North Road from the space to be thrown into that road as herein-before agreed erect fences along the southern boundary of the park between the points DJ and KL respectively on the said Plan Number 1 and also between the points DE and EF and HI respectively on the said Plan Number 2 such fences to consist of unclimbable iron railings of a height of eight feet at least or in part of walls and railings combined not to be less than that height in the whole the design of fence to be adopted to be at the election of the marquess and a gateway or doorway of sufficient width for the passage of carts or carriages shall be constructed for the use of the marquess and all persons authorised or permitted by him in the fence between the points HI at such place as the marquess shall appoint with proper and convenient means of access thereto from the road and avenue to be formed upon the land striped red upon the said plan as aforesaid and there shall also be constructed between the points DE and EF such gateways or doorways as the marquess or the Bute Docks Company may require for the purpose of affording access to the Bute Docks feeder and all such gateways or doorways shall be under the control of the marquess and opened or locked as and when he may think fit subject nevertheless to any rights of access or otherwise of the Bute Docks Company and such fences gateways and doorways shall be constructed and maintained by the Corporation to the reasonable satisfaction of the marquess And the Corporation shall also construct to the reasonable satisfaction of the marquess bridge parapets or fences between the points JF and KH upon the said plan of such a character as effectually to prevent unauthorised access to or trespass upon the Bute Docks feeder or the banks thereof Provided that if the Corporation shall fail to construct such walls or fences gateways or doorways or other works of that nature or any of them to be constructed by them under this or the last preceding Article hereof or to maintain the same when constructed to the reasonable satisfaction of the marquess it shall be lawful for the marquess and all persons employed or authorised by him for the purpose from time to time as may be deemed necessary or proper to enter upon the premises and to execute and do all such works whether of construction or maintenance of the same as may be required for fully carrying out the intent and meaning of this and the last preceding Article and the cost thereof and all expenses connected therewith shall forthwith upon demand be paid by the Corporation to the marquess and in default shall be recoverable in any court of competent jurisdiction Provided always that if the marquess shall hereafter desire to

build upon or to let for building the land to the south-east of the line HI upon the said Plan Number 2 the marquess and the lessees and tenants of the marquess shall have a right of building frontage to the road and avenue to be formed as aforesaid along the line HI and for that purpose or any purpose connected with the use of the land last before mentioned for building to remove any fence or wall which may have been erected between the points H and I or to make such openings therein as may be thought fit.

14. The premises hereby agreed to be sold to the Corporation being subject to the limitations contained in the will of the late Marquess of Bute the said purchase money of one hundred and fifty-eight thousand five hundred pounds shall be paid to the persons who at the date of completion shall be the trustees with power of sale under that will and be held by them upon the trusts then applicable to moneys arising from the sale of estates sold under the power of sale contained in that will (but the Corporation shall not be concerned to see to such application) and the conveyance to the Corporation shall be subject to the terms of these presents and shall contain such covenants and provisions for giving effect to the same as the marquess or his counsel may reasonably require.

15. The Corporation shall in the session of Parliament to be holden in the year one thousand eight hundred and ninety-eight promote and use their best endeavours to procure the passing into law of a Bill to confirm this present agreement and a certain agreement of even date herewith entered into between the company of proprietors of the Glamorganshire Canal Navigation of the one part and the Corporation of the other part and to authorise the marquess and the trustees of the will of the late marquess of Bute the Corporation and all other necessary parties if any to carry out the sale and purchase hereby agreed upon the terms herein contained and such Bill shall contain all such provisions as may be necessary for fully carrying into effect the objects of this present agreement and the said agreement of even date herewith and securing the fulfilment thereof in all respects and in particular a provision to the effect that the restrictions and stipulations herein contained with regard to the user of the premises hereby agreed to be sold shall be binding upon and enforceable against all persons whomsoever claiming through or under the Corporation in perpetuity whether as purchasers lessees or otherwise and whether with or without notice of such restrictions and stipulations.

16. Subject to the provisions of such Bill being in accordance with the stipulations contained in this agreement and to its not containing any provisions disapproved by him the marquess shall at his own cost support the same and assist the Corporation to secure the passing thereof.

17. This present agreement shall be subject to such amendments as Parliament may see fit to make therein.

18. This agreement and anything herein contained is conditional upon such Bill as aforesaid being passed into law during the year one thousand eight hundred and ninety-eight and if the same shall not be passed this agreement shall cease to be binding upon the parties hereto or either of them.

A.D. 1896.

In witness whereof the said marquess hath hereunto set his hand and seal and the common seal of the Corporation was hereunto affixed the day and year first before written.

The common seal of the mayor
aldermen and burgesses of the
county borough of Cardiff was
hereunto affixed in the presence
of

L.S.

J. L. WHEATLEY
Town Clerk.

Signed sealed and delivered by the
above-named Marquess of Bute
and Earl of Dumfries in the
presence of

JOHN MAGEE Falkland Palace
late of 1st Bn. H.L.I.
Palace Guide.

W. THOMAS LEWIS Aberdare
Civil Engineer.

BUTE AND DUMFRIES.

L.S.

PART II.

AN AGREEMENT made this fourteenth day of April one thousand eight hundred and ninety-seven between THE COMPANY OF PROPRIETORS OF THE GLAMORGANSHIRE CANAL NAVIGATION (herein-after referred to as "the company" which expression shall unless the context requires a different construction include their successors and assigns) of the one part and THE MAYOR ALDERMEN AND BURGESSES OF THE COUNTY BOROUGH OF CARDIFF (herein-after referred to as "the Corporation" which expression shall unless the context requires a different construction include their successors and assigns) of the other part Whereas by an agreement of even date herewith made between THE MOST HONOURABLE JOHN PATRICK CRICHTON STUART MARQUESS OF BUTE AND EARL OF DUMFRIES K.T. (herein-after referred to as "the marquess") of the one part and the Corporation of the other part the Corporation have agreed with the marquess upon certain terms and subject as in the said agreement of even date herewith is expressed to purchase of the marquess (inter alia) the two pieces of land in the town of Cardiff surrounded with a red line upon the Plan Number 2 thereto annexed and to widen the road known as the North Road by

adding thereto the space to the west of the dotted line DER upon the said plan And whereas the land lying between the said two pieces of land to be acquired by the Corporation as aforesaid is the property of the company and is occupied by their canal and towing path and an approach to their towing path from the North Road as at present existing And whereas in order to carry out the widening of the North Road according to the intent of the said agreement of even date herewith the Corporation will have occasion to widen the bridge carrying the existing North Road over the canal and towing path of the company and have requested the company to grant them the necessary easement for that purpose And whereas certain questions have from time to time existed between the company and the Corporation as to the right of the company to construct a certain extension of the towing path and wharf on the eastern side of their canal up to the line XZ upon the Plan Number 3 hereunto annexed And whereas (subject as hereafter mentioned) the terms herein-after contained have been arranged between the Corporation and the company with reference to the matters aforesaid Now it is hereby agreed between the parties hereto as follows :—

1. This agreement shall have effect and be binding on the parties only in the event of the same being confirmed by Parliament as herein-after expressed.

2. The Corporation shall pay to the Company the sum of one thousand five hundred pounds and in consideration thereof and of the provisions of these presents with regard to other matters to be done or permitted by the Corporation the company shall grant to the Corporation the right or easement of extending the bridge carrying the North Road over the canal and other property of the company as far eastwards as the dotted line ER upon the said Plan Number 2.

3. The said sum shall be paid on the fourteenth day of December one thousand eight hundred and ninety-eight being the date appointed for the completion of the said purchase from the marquess and the grant of such easement as aforesaid shall be subject to the provisions of these presents.

4. The said widening and works shall be constructed and maintained by the Corporation in accordance with a plan and proper sections (all included under the word "plan" where hereafter used) to be previously submitted for the reasonable approval of the company and approved by them or such arbitrator as herein-after mentioned and so as not in any place to reduce the width of the canal or towing path and so as to afford at least as great a headway under the new or widened portion of the bridge as exists under the higher or eastern part of the present bridge carrying the North Road over the canal and towing path and as part of the works connected with such widening

A.D. 1898.

the Corporation shall construct (in a manner to be shown in such plan) an approach from the North Road as so widened as aforesaid which shall be at least as convenient as the existing approach.

5. During such widening the traffic on the canal and towing-path shall not be interfered with and the Corporation shall indemnify the company against any losses claims or demands arising from accident or otherwise occasioned by any of the operations of the Corporation.

6. The plan to be submitted for the approval of the company under Article 4 hereof shall be delivered to the engineer for the time being of the company or left at their office at the West Wharf Cardiff fourteen days at least before the work of widening shall be commenced and unless within the period of fourteen days after the delivery or leaving of the said plan the Company shall intimate in writing to the town clerk of Cardiff their disapproval thereof the plan may be taken to be approved but if disapproval shall be so intimated the work shall not be proceeded with until the question of the reasonableness or otherwise of such disapproval shall have been submitted to the arbitrament of a single engineer as arbitrator such engineer to be named failing agreement by the President for the time being of the Institution of Civil Engineers in London and the arbitrator shall have power to determine by whom the costs incidental to the determination of the dispute shall be paid.

7. It shall be lawful for the company at any time to extend the raised towing path or wharf along the eastern side of their canal up to the red line XZ upon the said Plan Number 3 and so maintain the same in perpetuity and the company shall construct and maintain in perpetuity a good and substantial wall to a height level with the said towing path from the point Z to the point X on the Plan Number 3 and the Corporation shall not construct any fence or division other than the said wall to be constructed by the company as aforesaid between the road and the property of the company.

8. The company in carrying out such extension will construct and thereafter maintain four bays or recesses in the manner and in the positions or nearly in the positions indicated and marked YYYY on the said Plan Number 3 and of the dimensions shown thereon for the accommodation of carts loading or unloading goods from or upon the wharf or towing-path of the company.

9. This present agreement shall be scheduled to the Bill to be promoted by the Corporation in pursuance of the said agreement of even date herewith and the Corporation shall use their best endeavours to cause the same to be confirmed by such Bill and the company shall at their own cost support the same and assist the Corporation to secure the passing thereof.

10. This agreement is subject to such modifications as Parliament may see fit to make therein but in case of any material alteration being made by the Committee on the Bill it shall be competent for either party to withdraw the same and in that event or if the said Bill shall not be passed in a session of Parliament held during the year one thousand eight hundred and ninety-eight this agreement shall be of no effect.

In witness whereof the parties hereto have hereunto caused their common seals to be affixed the day and year first above written. A.D. 1898.

The common seal of the company of proprietors of the
Glamorganshire Canal Navigation was hereunto
affixed in the presence of



JOHN STUART CORBETT
Solicitor Cardiff.

The common seal of the mayor aldermen and burgesses
of the county borough of Cardiff was hereunto affixed
in the presence of



J. L. WHEATLEY
Town Clerk.

THE SECOND SCHEDULE.

LANDS.

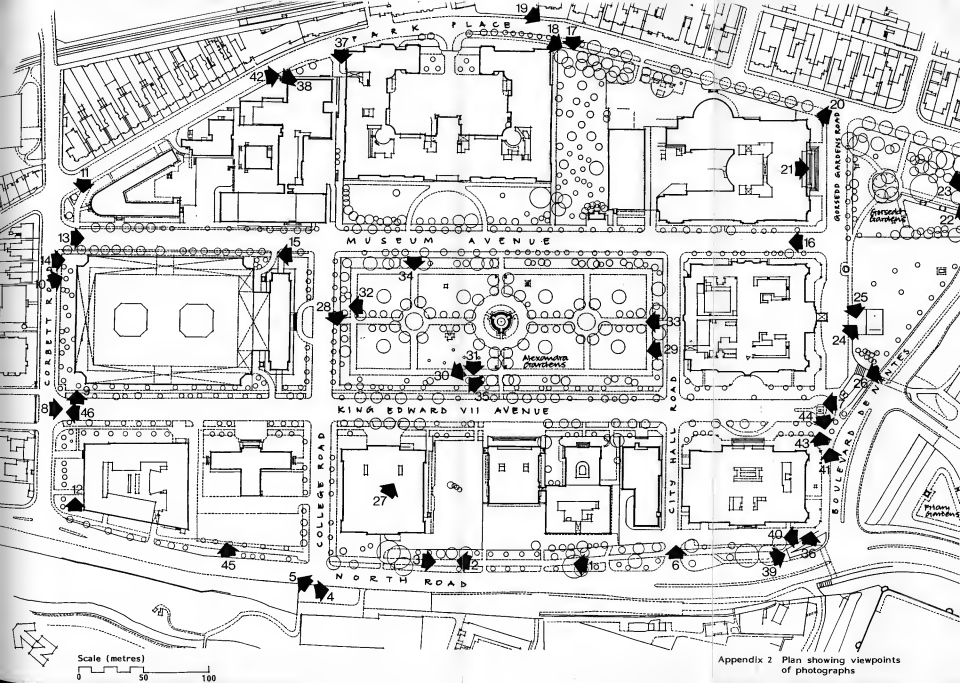
Lands to be used for stations for generating electric energy:—

Lands in the parish of Canton about three roods and nine perches in extent situate on the eastern side of Clare Road and bounded on the northern side by the Great Western Railway on the eastern side by lands the property of or reputed to belong to the Marquess of Bute on the southern side by the new street now in course of construction and known as Pendyris Street and on the western side by the said Clare Road.

Lands in the parish of Roath about three roods and twenty-nine perches in extent situate on the south-western side of Portmanmoor Road and lying between that road and the Tharsis Copper Works and bounded on the north-western side by lands the property of or reputed to belong to the Marquess of Bute on the north-eastern side by the said Portmanmoor Road on the south-eastern side by lands the property of or reputed to belong to the Marquess of Bute and on the south-western side by the Tharsis Copper Works.

Lands in the parish of Roath about one acre and twenty-one perches in extent situate on the north-eastern side of Albany Road and bounded on the north-western side partly by the property known as Deans Farm and partly by an imaginary line in continuation of the south-eastern fence of the said farm on the north-eastern side by the enclosure numbered 256 on the twenty-five inch Ordnance map (1879) of the said parish of Roath on the south-eastern side by an imaginary line in continuation of the centre line of Stacey Road and on the south-western side by the said Albany Road.

APPENDIX 2



Appendix 2 Plan showing viewpoints of photographs

APPENDIX 3



Photograph 1



Photograph 2



Photograph 3



Photograph 4



Photograph 5



Photograph 6



Photograph 7



Photograph 8



Photograph 9



Photograph 10



Photograph 11



Photograph 12



Photograph 13



Photograph 14



Photograph 15



Photograph 16



Photograph 17



Photograph 18



Photograph 19



Photograph 20



Photograph 21



Photograph 22



Photograph 23



Photograph 24



Photograph 25



Photograph 26



Photograph 27



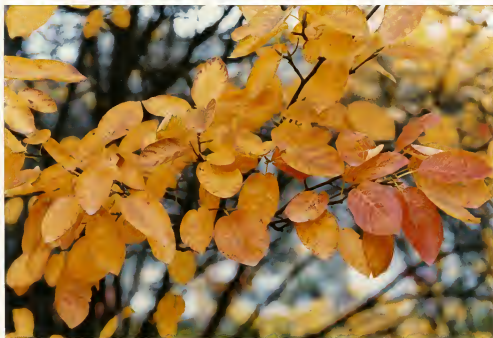
Photograph 28



Photograph 29



Photograph 30



Photograph 31



Photograph 32



Photograph 33



Photograph 34



Photograph 35



Photograph 36



Photograph 37



Photograph 38



Photograph 39



Photograph 40



Photograph 41



Photograph 42



Photograph 43



Photograph 44



Photograph 45



Photograph 46

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